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WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

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BLEND

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GREAT AGE
MATURE,

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A Blend of the Finest Pure Malt

Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED,

Hongkong, 1st April, 1905.

[32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. Powell & Co.'s old premises).

CHAMPAGNES.

	Per Case.
Perinet & Fils, Rheims,	
Cuvee reserve, ... quarts	\$51.50
" " " " " pints	56.60
Perinet & Fils, Rheims,	
First Quality, ... quarts	44.00
" " " " " pints	49.00
Comte de Monte-Christo, ... quarts	20.00
" " " " " pints	22.50
Chateau Ponce Fleurie, ... quarts	39.00
" " " " " pints	44.00

N.B.—All our Champagnes will be found equal to the best.

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 24th December, 1904.

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Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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MARRIAGE.

At the Church of the Sacred Heart of Jesus, Hongkong, on the 3rd May, 1905, by the Rev. Father Savary, S.J., Miss FRANCESCA X. B. ROZARIO, youngest daughter of Mr. and Mrs. F. P. Rozario, to Mr. A. M. GUTERRES, eldest son of Mr. A. P. GUTERRES, of Hongkong. No cards.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 8, 1905.

HONGKONG'S RIVAL.

Quite recently we announced in our columns the fact that the authorities in the Philippine Islands are using their best endeavours with a view of fostering the shipping trade of the port of the capital of the islands in order to make Manila the distributing centre of the trade of the Orient. As was then stated a committee had been appointed to investigate the harbour regulations and the restrictions which hamper American and foreign trade, and to promulgate a plan for their improvement. It was also to inquire into the working of the harbour regulations, and to consider the question of lowering the port and harbour dues, so that Manila may become the distributing centre from Singapore to Manchuria. The greatest reliance is placed on the character of the new docks to attract shipping. It is pointed out that large steamers are unable to approach within fifteen or twenty miles of Shanghai; while at Hongkong and Singapore ships must lie out in the roads, on account of the lack of docking accommodation. By using the new docks, now under construction in Manila, vessels can load or unload with the same ease and facility as they can in New York or Liverpool. Following upon the programme comprising the scope of the Committee's inquiry we learn from the latest Manila exchanges that the Commission has adopted a resolution authorizing the engineer in charge of the improvements of the port of Manila to advertise for bids for the construction of two wharves, both of concrete and steel, one 70 feet wide and 600 feet long, and the other 110 feet wide and 650 feet long. The appropriation for the payment of these wharves is to be made when necessary from the present or future public improvement bond issue. It is the opinion of the responsible authorities of the port that the resolution settles the very important question as to whether the Insular Government is to own and control the wharves connected with the harbour improvements, or whether private concerns are to construct and manage them. Evidently the Commission has thought it wise to retain the power in its own hands. This may, or may not, be considered a wise step, but following our own example, commercial interests in undertakings of the kind just decided upon by the Manila Government could better be carried out and more economically controlled by private enterprise rather than as a State venture. In our own Colonies it has been accepted as an axiom that Government interference in what pertains to the sphere of the commercial individual, is to be avoided. The recent expropriation of the Singapore Docks is so exceptional in its character, that the taking over of the property to be "run" by a Trust, is justified on grounds of public necessity. In addition to the two wharves contemplated by the resolution of the Philippine Commission the Military has a reservation next to Engineer Island where it will also erect warehouses and build wharves. It is to be presumed that later longer wharves will be built, 650 feet being considered scarcely long enough to accommodate the big ocean liners. It is a largish project that Major Townsend, the engineer in charge of the harbour improvements, has in contemplation. At the south-west corner of the reclaimed land he proposes to build a structure of stone or concrete to be filled in the middle and made a solid wall which will serve the double purpose of preventing the mud from flowing into the dredged portion of the harbour during the monsoon season, and of a wharf. Between this wall and the two wharves which have just been provided for, five or six more wharves will be constructed. So that, in the aggregate, a considerable outlay will be spent in providing the port of Manila with all the conveniences that should be called into existence for a really first-class entrepot of trade. But while Government

efforts tend to extraordinary energy without the aid of enterprise on the part of the citizens of the island, the authorities' best efforts will meet with but indifferent success in the end. It is, moreover, the firm conviction of those who are best able to form a correct judgment that trade could hardly be fostered unless the Tariff and Immigration Laws undergo radical changes in favour of the Islands. Until the necessary amendments are effected the idea is but an utopian one seeking to render the southern port the market for excellence of European and American trade with the Orient.

LOCAL AND GENERAL.

Mr. Sundius, U.M.'s Consul at Nanking, and Mr. Ker, H.M.'s Consul at Wuhu, have been ordered to change posts.

Mr. C. Peterson, a resident at Kobe for several years, in the employ of Messrs. J. Lyons & Co., died suddenly of heart disease on the 26th ult.

The billiard tournament between the Engineers and the Police was concluded on Saturday evening, the former being the winners by 133 points.

The "dumping" season would appear to have re-opened, no less than five bodies, having been picked up in the waters of the harbour during yesterday.

Mr. Wheeler of Messrs. Butterfield and Swire's Amoy agency died on 27th ult., after a most serious and painful illness. His death was entirely unexpected.

The proceedings against Mr. F. J. Bardens by Messrs. Samuel, Samuel & Co. have been withdrawn, and an arrangement made by which Mr. Bardens will sever his connection with the firm.

It is reported that Miss Queenie Stretcher, of the Dallas Co., will settle down for better or worse in Shanghai where she has obtained a longer "engagement" involving a very pretty, little religious ceremony.

No definite settlement has been arrived at owing to differences of opinion among the Ministers regarding the new Trade Marks regulations. The British, American, German, French, and Austrian Ministers have now submitted to the Wai Wu-pu a draft of regulations for its consideration.—Ex.

A BRILLIANT dinner was given at Tokio on 1st inst. at the residence of Baron Komura, Minister of Foreign Affairs, attended by former Ministers and Vice-Ministers of Foreign Affairs, among others, to celebrate the twenty-fifth anniversary of the entry into the Japanese service of Mr. H. W. Denison, legal adviser to the Foreign Office.

Mr. C. F. Rhine, a British subject, residing on the Bluff, Yokohama, has brought a suit for divorce from his wife in the Yokohama District Court. He married her in Hamburg in 1830, and she with their one child deserted him in 1902, and he has never seen them since. Mrs. Rhine has lodged a similar petition against her husband.

THE Cuban Consul at Canton has presented credentials to the Wai Wu-pu and he has been officially recognised. There has been hitherto no treaty between China and Cuba. The Chinese Minister at Washington will look after Chinese interests in Cuba. The Cuban Government will also recognise the Chinese Consul should she appoint one.

CHARGES of forgery have been made against Mr. George K. Allen of the O. & O. Trading Company, who stated to an interviewer that the charges represented the defence of a certain Japanese firm's bank, who denied the payment of a sum of money, for which Mr. Allen held the contract as a forgery, and claimed that the contract was a forgery.

ONE of the most popular and whimsical members of Pollard's Lilliputians in his day was Willie Ford, who, having outgrown the company, has now started giving entertainments on his own account. He describes himself as the "Australian Little Tich" and announces a series of performances at the Lyceum Theatre about the middle of this month.—N. C. D. News.

AN Osaka telegram of 1st inst. to the N. C. D. News says that in order to connect Kherson on the Black Sea with Riga on the Baltic the Russian Government is seriously considering a plan to connect by canals the river Dnieper, its tributary the Beresina, and the river Duna, making a waterway of about 1,000 miles. The government has appointed a committee to investigate this plan.

THE total subscriptions from local banks to the fifth Japanese domestic loan already amount to over 63,000,000 yen. In addition the Imperial Household will subscribe 20 millions, the N. Y. K. one million, the insurance companies about 20 millions, Princes Shimazu and Mori and Marquis Mayeda a million each, so that the total of the subscriptions already fixed more than cover the issued amount.

At the annual general meeting of members of the Hongkong Gun Club on Saturday the following gentlemen were elected as the incoming committee: Messrs. G. T. Veitch, A. Turner, His Honour, Mr. A. G. Wise, Messrs. H. W. Looker, G. C. Moxon and L. J. Anderson (hon. treasurer). Mr. G. C. Moxon resigned the hon. secretaryship and his place will be taken by the Hon. Mr. L. A. M. Johnston. The accounts show a profit on the year's working of \$1,724.84 which was written off the club's assets.

LIEUTENANT N. C. S. SIMON, R.O.A., arrived on the 4th inst. per s.s. *Malta* from Egypt on posting to H.K.S. & R.G.A.

CAPTAIN G. R. H. NAGERT, R.O.A., will be attached to the Staff of the General Officer Commanding for one month from to-day.

FIVE cases of plague have been notified as occurring in the Colony since noon of Saturday. The total number since January 1st is now 44.

Kobe Herald reports what it calls an "outrageous incident" at the Oriental Hotel, Kobe. An American guest being unable to sleep owing to the snoring of his next-door neighbour, fired a revolver at the latter through his bedroom door, but did not hit him. "The assailant was at once ordered to leave the hotel."

OWING to many other sporting attractions set for Saturday last but very few members of the Kowloon Bowling Club turned up at the green for the match arranged between the President's team and the Vice-President's team. It was, however, decided to go on with the match, which in the end proved a win for the Vice-President's team.

LAST night Inspector Gauld and some of his men raided a house in Kutoon Street, Wanchow, and there found a game of fan-tan in full swing with money and paraphernalia for the game on the table, and 24 Chinamen participating in it. They were all gathered in and when they were placed before Mr. Hazeland this morning, the two keepers of the house were fined \$75 each or three months, and the rest \$3, or 7 days.

MR. Burkill was the most successful jockey of the first day of the Shanghai Spring Meeting bringing home three firsts, two seconds, and a third. Mr. Cumming had two winning mounts, besides one second and one third; and one winner each was ridden by Messrs. Fearon, Willeumier, Morris, Campbell, and P. Crighan. Among the owners Mr. Bucc Robertson and Mr. Oswald each claimed two victories, and the other successful stables were those of Messrs. Quebec, Toeg and Barley, Twocree, Richmond and Oswald, and Druggon.

ALTHOUGH Wuchow is by no means in such an insanitary condition as are many of the cities of China the Prefect is anxious that the inhabitants shall do all they possibly can to prevent the spread of disease and to this end talks about putting into force similar measures to those now in vogue in Hongkong with regard to house-cleaning. He cannot, however, do away with some of the narrow streets so is urging the Chinese shopkeepers to put their business signboards flush with their shops instead of overhanging the pathways and interfering with traffic and the free passage of air.

TSANG Ngau, a painter, of 41 Market Street, was charged before Mr. Hazeland at the Magistrate's court this morning with the embezzlement of \$1,624.90 the property of Tsang Yang Kan, of 39 Market Street. Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, appeared for the prosecution, and asked for a week's remand, which was granted, bail being allowed in the sum of \$2,000. The prosecutor applied for a reduction of bail, stating that the matter was purely a partnership dispute, but His Worship said it was quite unusual to allow bail in cases of this kind, and especially before any evidence had been taken. He refused any reduction.

THE long-looked-for promotions among the inspectors of the Hongkong Police Force, to fill existing vacancies, have at last been announced, those promoted having been recommended to His Excellency the Governor by Mr. F. J. Badoley, Captain Superintendent of Police. Date from January 7th last: The following are the promotions to be First Class Inspector, Acting First Class Inspector Collet; to be Second Class Inspectors, Acting Second Class Inspector Withers, and Third Class Inspector Smith; (to fill the vacancy caused by the death of the late Inspector William); to be Third Class Inspectors, Acting Third Class Inspector Cameron, vice Inspector Withers promoted; and Sergeant McHardy, vice Inspector Smith, promoted.

An inquiry was held this afternoon in the Coroner's Court at the Magistrate, Mr. F. A. Hazeland sitting as Coroner, into the circumstances surrounding the death of Chan Kung, who was knocked down and run over by a tramcar, in Des Voeux Road, West, on the 16th ult., and who subsequently succumbed to his injuries. The following jury was empanelled: Messrs. William Westlake (Foreman), J. Murton Robson, and Wallace Ward. Evidence was given that on the day in question deceased was walking on the rails, when hearing the gong ring, he stepped off, but immediately stepped back again when the car was so close that, though the emergency brake was applied, it was too late to stop the car from knocking the man down.—The jury returned a verdict of death by misadventure.

ONLY a few months ago a tram conductor in the employ of the lower level Electric Tramway Company was dealt with in a very exemplary manner by Mr. H. H. J. Gompertz on proof of a charge of embezzling a few cents, the property of the company, but it apparently had not the desired deterrent effect, for on Saturday another case of the sort was reported as having occurred, when it was alleged that one Cheong Kin Cheung, a conductor, had received to him from a fare, but had neglected to account for it to his employers. The man was arrested, and this morning Mr. A. Course, traffic manager of the Tramway Company, prosecuted Cheong before Mr. F. A. Hazeland on the charge of embezzling the sum of 2 cents, the property of the said company. A remand was asked for and granted, until to-morrow.

THE BALTIC PIKET.

The *Bangkok Times* of 25th ult. says:—The s.s. *Promise*, which arrived in Bangkok from Hongkong to-day reports having sighted the Russian Fleet in Kamranh Bay on Saturday morning. It is further stated that the Russian vessel which was reported the other day as having entered Hongkong harbour was not a destroyer, but a torpedo-boat whose escort was, presumably, waiting outside the islands. Really!

BRITISH STEAMER STOPPED.

Captain Cameron, of the s.s. *Angola*, arrived to-day from Mororan, whence she left for this port on the 25th ult. He reports that the ship was stopped by a Japanese cruiser in the Korean Straits, Eastern Channel, and he was asked the nature of the cargo (coal) and destination (Hongkong). Upon being answered she appeared satisfied, and the *Angola* was allowed to proceed.

Captain Rolfe, of the s.s. *Yueniang*, which arrived this afternoon from Manila, states that he saw nothing noteworthy on the trip over. On passing the northern point of the Island of Luzon, of the Philippine group, he saw the smoke of several vessels, which appeared to be in some of the small bays in that part, but could not make out if they were steaming. He thought they would probably be some of the vessels sent north by the United States Government in the Philippines, to watch the movements of the fleet, and prevent any attempt at a breach of neutrality in those waters.

SHIP OFF HONGKONG BAY.

Captain Bainbridge, of the s.s. *Charis-hout*, which arrived from Singapore this morning, reports that on the night of the 3rd inst., just after leaving Singapore, he saw three large vessels, apparently battle-ships, steaming in a southerly direction. It was very dark at the time and he could not distinguish their nationality. On the 5th inst. at 5.30 p.m. when some seven miles off Lone or Tree Island as it is generally known, and which is situated midway between Kamranh Bay and Honkobe Bay, he saw a two-funnel warship evidently at target practice. A little later the same evening they passed a two-funnel barque rigged ship cruising off the entrance to Honkobe Bay. At the same time an ocean tramp, probably a collier was observed to steam out of the Bay and steer an easterly course.

TO SALVE THE "SULLY"

The s.s. *Kengnam*, Captain Lewington, has been chartered to take the salvage party with gear, down to the wreck of the *Sully*, and it is expected that she will leave early on Wednesday, and will stand by during the time of the salvage operations to render any assistance that may be required of her. Mr. W. C. Jack, will proceed in charge of the salvage party, consisting of a number of trained engineers, conies, and divers, to superintend operations.

NAVAL NOTES.

The surveying-ship *Waterwitch* has gone out for a cruise.

The British second-class cruiser *Astrae* and the river gunboats *Snipe* and *Kinsha* have entered the Poyang Lake.

Four stokers from H.M.S. *Ocean* were charged before Mr. G. N. Orme at the Magistrate's court this morning, with assaulting Indian Police Constable No. 523, at Bay View, yesterday afternoon. They were each fined \$5. One of them was further charged with damaging a public ricksha and was ordered to pay \$3 to the puller as compensation.

Two stokers, one from H.M.S. *Hogue* and the other from H.M.S. *Donaventure*, got into trouble last night through the curious desire of one of them, which took the form of an attempt to kiss Chinese constable 321, Loung Yim. Meeting the man in the street, the stoker put his arm round his neck, and attempted to kiss him. The *Lukong* pushed the seaman away, whereupon the men assailed him. They were arrested, and when sent up to interview Mr. Hazeland this morning at the Magistrate's, they were each ordered to pay a fine of \$8.

LICENSING SESSION.

THE SAILORS' HOME.

The Justices of the Peace held a meeting this afternoon at the Magistrate to consider the application from A. A. Milroy, for the transfer of his adjacent licence to sell and retail intoxicating liquors at the Sailors' Home, Des Voeux Road, West, to one Edison Stewart Crowe. The following Justices were present: Mr. F. A. Hazeland (presiding), Messrs. G. N. Orme, W. Craig, and T. H. Hammer. Mr. Hazeland stated that Captain Milroy was leaving the Colony on leave, and there was no police objection to the transfer. The application was granted unanimously.

CRICKET LEAGUE.

The following is the League table up to date:

Club	Played	Won	Lost	Drawn	Points
Craigengower	18	12	4	2	36
Glenowen	18	12	6	0	35
A.O.C.	18	11	5	2	35
H.K.C. "A"	17	10	3	4	34
H.K. Police	18	8	5	5	30
R.E.	17	8	5	4	28
R.G.A. 3rd Co.	6	6	0	0	20
Civil Service	18	10	3	5	18
R.A.M.C.	15	4	12	0	12
Paradees	0	0	0	0	withdrawn.

N.B. 3 points for a win and 1 for a draw.

The best average for twelve matches and upwards:

Club	Player	No. of	Match	Aver.
H.K. Police	P. C. Edwards	14	24	14
A.O.C.	S. M. J. Webb	13	24	14
Craigengower	A. O. Brown	14	18	13
3rd Co. H.G.A.B.	R. C. Rivers	12	18	13
Kowloon	S. Lightfoot	12	17	13
Civil Service	R. W. Mitchell	13	16	13
R.A.M.C.	Lt. Harvey	13	15	13
H.K.C. "A"	No return sent in.			

S.S. "WO KWAI"

ASHORE IN WEST RIVER.

News was received in Hongkong to-day of the wrecking of the s.s. *Wo Kwei* in the West River on Saturday last. The *Wo Kwei*, a vessel of 300 tons burthen, owned by Messrs. Banker and Co. of this city, runs between this port and Wuchow. It appears from the report that on Saturday morning, when about three miles from Wuchow, the steamer struck the Joss-house Rock, and was so badly damaged that she had at once to be beached, and at latest reports was half full of water, much of her cargo, consisting of piecegoods and cotton yarn, being damaged. The cargo is insured with various local firms for a sum aggregating \$65,000, but we learn, the vessel itself is not insured. Mr. Geo. Banker left to-day for the scene of the wreck, taking divers with him, and after an inspection will see about making necessary salvage arrangements.

SHIPPING JETSAM.

The steamer *Matsuyama Maru*, with 15,000 cases of kerosene oil on board, was totally burnt in the Inland Sea on the 24th ult.

The steamer *Planet Venus*, 2,320 tons net, from London to Japan with general cargo, is stranded in the Gulf of Suez, and was discharging to lighten.

Mr. Robert L. Pinkerton, of Glasgow, the third engineer of the steamer *Charthouse*, which has just arrived from Singapore, died aboard his ship of general debility on Saturday and was buried at sea yesterday morning.

The C.M.S. *Kunghing* reports: On the outward trip, whilst 23 miles from Howki Island, N. 66 W., sighted a large spiked mine by firing at it with rifles, succeeded in exploding it. Through the violence of the explosion, several fragments fell upon the deck.

A notification signed by Sir Pelham Warren, H.M.'s Consul-General, has been issued in reference to the frequent reports concerning floating mines at sea. An investigation has been made by H.M.S. *Hogue*, with the result that the conclusion is formed that the reports concerning the danger have been greatly exaggerated. The notice says that "although mines do exist it is probable that what are taken for mines are in many cases only floating casks, logs of wood, etc."

Captain F. Johannesen, of the s.s. *Brand*, which arrived this afternoon from Shanghai, states that about 2 p.m. yesterday, about 30 miles South of Breaker Point, he saw a light straight ahead, and when he came up to within two miles of it, it shot out and made off at full speed in a S.E. direction, but after going about two miles it again stopped and remained stationary, so long as the *Brand* could see it. It was surmised that this was the light of a Japanese scout which did not wish to be seen. Nothing else was seen on the voyage down. Captain Johannesen to-day started to a representative of the *Hongkong Telegraph* that he was in Port Arthur when the bombardment commenced, and saw it all. He lay in a somewhat exposed position, but it suffered no damage, though many fragments of shells fell on his deck, one piece striking his mast and imbedding itself therein, and it is allowed to remain, as a souvenir of his vessel's "baptism of fire." The captain stated that he never left his ship throughout, but used to watch the operations from his deck, under a position of shelter from flying fragments of shell, and saw several of the boats sunk. The captain had then been running between Port Arthur and Japanese coast ports, until besieged at the former port, which, he said, resulted in exciting times, especially for those on sea.

THE "WENCHOW" AND THE WHALE.

The China Navigation Co.'s steamer *Wanchow*, Captain Puckett, while on a voyage from Shanghai to Chefoo, met with an adventure which is almost unique in the annals of shipping. She left Shanghai on the 20th of April and arrived at the N. E. Promontory at 9.18 a.m. on the 23rd. Algea Island was passed at 9.40 a.m., distance off, one mile, and twenty minutes later the Captain and chief officer, who were on the bridge, keeping an eye open for mines, discerned a black object two points on the port bow, which on examination proved to be a whale blowing. While watching it, it sounded, and a minute after struck the *Wenchow* on the port bow under water, shaking her from stem to stern. It then passed under the bottom of the ship, causing her to quiver all over, and got foul of the propeller, almost bringing the engines up standing for two or three revolutions, as the blades slashed into the huge mass. Clear of the ship it reared its enormous head out of the water for fully 50 feet, spouting blood and colouring the sea all round. Down it dived, lashing the sea into foam with its tail. Then up again and over, showing the fearful gashes on its side. Down and up it rolled and tumbled in its death throes, each succeeding movement getting weaker than the last. The last throw on the *Wenchow* saw of the whale it was lying quivering on the surface of the water. It was judged by those on board to be over 100 feet long.—N. C. D. News.

SHIPPING AND MAILS.

German (*Bayra*) 9th inst.
German (*Preussen*) 9th inst.
Indian (*Kumang*) 9th inst.
American (*Doris*) 13th inst.
American (*Manchuria*) 18th inst.
Canadian (*Empress of China*) 23rd inst.

The P.M.S.S. Co.'s s.s. *Manchuria*, with mails, &c., from San Francisco to the 18th ult.; via Honolulu, arrived at Yokohama, and will fly for this port to-morrow morning, via Inland Sea, Kobe, Nagasaki, and Shanghai, and is due here on 14th inst.

TELEGRAMS.

[Reuter.]

Russia's New Navy.
PREPARING FOR DEFEAT.

LONDON, 5th May.

The report of the correspondent of the *Times*, that Russia had acquired the Chilean and Argentine navies, continues to be denied; but it is intimated from good diplomatic sources, that the warships will be brought to the Baltic to serve as a nucleus for a new navy in case Admiral Rozhdestvensky comes to grief.

The Reported Purchase of Warships by Russia.

Later.

The Argentine Government denies the sale of warships; they are willing to sell but dare not deliver ships during the war.

The British Naval Manœuvres.

It is officially stated that the grand naval manœuvres arranged for next month, are postponed, as they may cause inconvenience if carried out then as planned, and if not carried out entirely, they will not give the lessons desired to be inculcated. This apparently refers to the world-wide manœuvres mentioned on the 10th December and is possibly due to the desire to have a large fleet in home waters on the occasion of the visit of the French fleet.

Strengthening The China Squadron.

6th May.

Reuter's correspondent in Melbourne wires that the ship *Cadmus* has been ordered to join the ship *Chin* and to proceed to the China Station.

Russian National Assembly.

In spite of police prohibition, a great secret meeting of delegates of numerous provincial Zemstvos has been held in Moscow to formulate principles for the establishment of a National Assembly.

BURGLARY AT WEST POINT.

A very daring burglary took place at No. 1 Chate Street, West Point, yesterday morning, between half-past ten and one o'clock. It appears from the police report that the first floor of the house is occupied by Mrs. Nesbitt, wife of a marine engineer, at present away with his ship. Yesterday about 10.10 a.m. she locked the door of her floor, and went out to church. She returned at about 1 p.m. and found the outer door had been broken open, and her bedroom ransacked. She discovered that her gold watch and chain, valued at £12 were missing as well as a purse containing some \$8. The room was in the greatest confusion, and it was apparent that the thief or thieves must have been disturbed; for some blanknotes, lying in the drawer from which the watch and purse had been abstracted, were still there, and a number of gold silver ornaments, consisting of cups and vases, were untouched. It is believed the thief or thieves are still in the Colony, and it is to be hoped their arrest will soon follow.

DISCOVERY OF KHMER RUINS.

The correspondent of the *Saigon Opinion* in Cambodia writes—The Resident Supérieur has just forwarded to the Ecole Française d'Extrême Orient the triple impressions of two inscriptions on stone that the Resident of Kratie has found, 40 or 45 kilometres north east of Kratie, on the road from Kratie to the Pek Chua at a place called Lobouet. The ruins come from two temples erected about 15 metres from one another. The large temple yielded an inscription of 29 lines, and is situated to the west of the one where the inscription of three lines was found. The orientation of these buildings was, approximately, North. The smaller is only a heap of earth and bricks, but a part of the outer southern wall of the other is still standing. The statue of a man, seated in the orthodox pose of the Buddha, was found some 30 metres from the ruins. One would take it for a representation of the Master, but for having moustaches. It measures about a metre in height. These stones are shortly to be taken to Pnompenh, where the Governor-General has ordered the Khmer Museum shall be established. The documents already collected by the Ecole Française will be brought from Saigon and form the nucleus of the new Museum at Pnompenh.

From a later issue of the same paper, we learn that M. Loffer, the Administrator, has found in the territory of Tonlé Repou, recently ceded, a statue in stone without head or arms, and a carved stone. These vestiges of Khmer art will be sent to the Museum at Pnompenh. Behind the village of Tnal Borivat there have been found a brick tower, former Brahmin temple, and an animal sculptured in stone, representing the ox Nandi, the usual mount of the god Siva. The god has disappeared, but the ox has remained squat in front of the temple.

The Prefect of Wuchow is evidently a man of progressive ideas and is a great believer in education. Not long since it occurred to him that schools might, with advantage, be opened in the city so be requested his subordinates to make inquiries as to what places were best suited. These officials set out, but returned to their master after failing in their mission, whereupon the Prefect accompanied them around the city and entering many of the temples arranged that they should be turned into institutions for educational purposes. Images were destroyed and the buildings cleared of everything that was likely to retard the work of those who will now be appointed to teach the rising generation of this great city.

THE BALTIC SQUADRON AND JAPANESE TACTICS.

SOME INTERESTING CONSIDERATIONS.

Writing at the beginning of March on the future of the campaign during the coming year, the military correspondent of the *Times* discussed the existence of Admiral Rozhdestvensky's fleet and its perpetual threat (so long as it floats anywhere near Japanese waters) upon the maritime communications of the Japanese armies. To-day, the defect of the Russian Armada becomes more than ever imperatively necessary, and the questions now are, Should the Japanese go half way to meet the approaching danger? or, Should Admiral Togo remain at his island ports and await the attack at home?

The military correspondent refers to the position of France when the Russian fleet was at Madagascar, but what he says is almost equal force when applied to the fleet's present position near Annam and the advisability of the Japanese venturing so far from home waters.

So far as regards France or any other neutral which lends its ports and waters to belligerent operations, they do this at their own risk and peril. It is a Nelsonian dictum that "it is justifiable to attack any vessels in a place from which they make an attack," and no policy of partial neutrality can be held to cover the Russians from attack wherever they may be found upon their adventurous voyage. But it is not certain that this far-ranging attack is to Japanese advantage, nor is it at all clear that the stroke against Rozhdestvensky, even if its success depends solely upon Japan, can compensate for the manifest disadvantages entailed by the offer of a fleet action 6,000 miles from a naval base with all its resources and all its facilities for repair after an action. To seek out the Russians off Madagascar, with the main Japanese battle fleet, appears, therefore, on the whole, to offer more risk than profit and to leave too much to chance to make it a course that we should adopt were we circumstanced as Japan is to-day.

The correspondent considers that fighting Russia at some point midway between Madagascar and Formosa might become necessary in certain circumstances, such as a breakdown of Russian war-ships or the loss of their coilliers. But as a deliberate act of Japanese choice it offers little attraction. The Russian will be in full strength and will choose his own time for arrival. Japan (in the case of giving battle) of Formosa) is equally without war harbours under the lee of her fleet; there is always the possibility of the evasion of the enemy, and surprise is a condition that can never be assured in operations of war.

There remains the last course, namely, that of awaiting the onset until the Russian Armada arrives in the home waters of Japan. To achieve its purpose the Armada is compelled to enter these waters, and in order to reach Vladivostok, its only base and repairing yard in Pacific waters at present organised, it has but a restricted choice of routes. There is no special advantage in sailing half round the world in pursuit of an enemy who, in order to reach his objective, must pass in front of our own doors. To attack the Russians as near as may be to Sasebo offers the greatest advantage to the Japanese cause, and to fall on them there with every ship that can float and to force a decisive action appears to be the wisest course. The crux will be to decide how near to allow the Russians to approach before engaging them, and this point deserves the earnest attention of the Japanese Naval Staff.

If, however, this general principle of conduct be followed, Japanese ships which suffer in the action may crawl back into friendly ports; clean ships, supplies, ammunition, stores, and the cream of information are all at the service of the Japanese Admiral near his own harbours, while to fight almost within sight of Japanese territory will add something even to the valour and tenacity of the seamen of courage. I believe the Japanese, on the other hand, will labour under great disadvantages. All their best ships will be no fewer than six months out of dock, and by the time contact is joined the important advantage of speed should be on the side of Japan, greatly enhancing her chance of success in a fleet action. These advantages, in our opinion, and considering the skillful seamanship of our allies, are so great that there can be no reasonable doubt, provided that there be no material change in the situation, as to which of the three courses we have named is the wisest for Japan to pursue.

But if this is true for the main battle fleet, there is assuredly nothing to prevent the dispatch of fast scouts and cruisers in the direction of the enemy, and we know, indeed, that this procedure has already found favour and that the lines of approach are under guard far away to the south. So far back as the end of December last certain auxiliary cruisers reached their stations and all was in readiness for action. The fact that these scouts freely showed themselves and entered Singapore and other harbours without any attempt at concealment gives us the clue to the line of thought which presides over this enterprise. It should cause no surprise if some local successes against these craft encourage the Russians to persevere, but the scouts will have carried out the most important part of their mission when they have located the Armada and reported the direction of its approach. When once that duty is performed their prey should be the cruisers, which should be given a short shrift.

Our own immediate concern in this affair is to hold our Eastern squadrons concentrated and ready, to keep a sharp watch upon the points of landing of our cables in Eastern seas, and to prevent any tricks being played at the moment when the Russians set sail, a responsibility which devolves upon the Admiralty, and will, we assume, not be neglected. The Russians play for high stakes, and are not indulgent to neutrals.

But the actions we have named are not all that the cruising squadrons of Japan may aspire to do. When the Spaniards came upon the Channel they had an unpleasant experience, and off Gravelines they led the life

of the damned. If the old fleet has passed away it has left formidable successors—namely, the submarine, the mine, and the torpedo—and there will possibly be more play now for the individuality and initiative of young officers of the Japanese navy than there ever was during the performance of the set pieces at Port Arthur. It is also conceivable that the torpedoes to be employed may prove to be more formidable weapons, and the crews be better skilled in their use, than during the earlier phase of the naval war.

Some time ago one of the smartest of our younger naval officers outlined the course of action of a cruising squadron circumstanced as that of Japan is now, and he recommended a certain procedure which can hardly have escaped the notice of such vigilant students of war as the seamen of Japan. It would be improper to particularise, but it is probable that the outfitting, before the adversaries close, will be fruitful in important lessons relating to the art of naval war. Even if, fortune favouring, the Russians break through the guard and approach the highway to Vladivostok—if this port be indeed their objective—with such relics of their convoy as fate, in the form of Japanese torpedo lieutenants, may leave them, they have still to enter port, and this entrance may not prove all that Russian fancy pictures it. A study of the chart of Vladivostok is fascinating at this moment, considering that the Japanese are masters outside the range of the heavy guns, and it is far from impossible that we may see developments in this direction when the ice breaks up.—*Japan Chronicle*.

GREAT BRITAIN'S FOREIGN MINISTER.

THE MARQUESS OF LANSDOWNE.

Very few men are irreplaceable in this world; but I verily believe that Lord Lansdowne is one of the three men indispensable to England at the present time. He holds high place in the confidence of his fellow-countrymen; and he has attained to this position in very much the same way as the Duke of Devonshire—namely, by subordinating his own personality and position to an ever-present sense of public duty, which seems to compel the Whig more frequently than the Tory conscience.

The Foreign Minister of the Empire has, indeed, a great responsibility and an onerous task upon his shoulders, which is not lightened by the recollection of the triumphant career of Lord Salisbury, his great predecessor, to that office.

A RARE PEDIGREE. His appointment was not, I venture to think, a surprise to those who were behind the scenes at the close of the last Administration; nor did it astonish the few who knew how closely Lord Salisbury watched the career of his colleagues, even though he seldom appeared to notice them. Lord Lansdowne was marked out for our Unionist Foreign Minister from the very day he returned from his Viceroyalty in India; and those who can remember the uncomplaining silence with which he bore the brunt of all charges levelled against the War Office and the Army during the dark days of 1895-1900, the chivalrous alacrity with which he defended his subordinates, will not be surprised to see one so endowed with loyalty and courage now foremost among the statesmen of Europe.

True statesmanship is a blend of his edity and training; it is neither an instinct nor a trick. Lord Lansdowne can claim a rare pedigree for the qualities which are now at the disposal of the nation. A statesman in his day (1857) was that Fitz-Oliver who crossed from Normandy and gained the ear of Edward the Confessor. From him descended a pair of grandsons who sailed to Ireland with "Strongbow," and there founded the families of Fitzgerald and Fitzmaurice. A statesman, too, was that Fitzmaurice who succeeded as second Earl of Shelburne, and who held the offices of Secretary of State and Prime Minister: "when George the Third was King."

INDEPENDENCE OF JUDGMENT.

He was the first Marquis of Lansdowne, and he died in 1805; of him our Lady wrote fifty years later that "He was the first great Minister who comprehended the rising importance of the middle classes." Between him and our Foreign Minister comes, of course, the Lord Lansdowne who was Chancellor of the Exchequer at the age of twenty-six, and was for fifty years one of the most prominent Whig statesmen of his time. He was grandfather of the present peer; and with the abolition of slavery, of civil and religious disabilities, of grinding Protection, his name will always be honourably associated. So much for the hereditary tendencies of the Foreign Minister of to-day.

What of his training? There is not room to speak of his career at Eton and at Balliol College, where his scholarship and his popularity were equally remarkable. At the age of twenty-one he succeeded to the riches and responsibilities of his house, and three years later joined Mr. Gladstone's Government as a junior Lord of the Treasury. In 1872 he was promoted to be Under-Secretary for India for a short time; but resigned his office on the introduction of a somewhat revolutionary measure connected with Irish administration. For this independence of judgment he did not suffer—few men do suffer for it, if they would only believe it—and Mr. Gladstone appointed him as Viceroy of Canada to succeed the Marquis of Lorne in 1883.

TWO VICEROYALTIES.

To this day that Viceroyalty is cherished with feelings of deep affection for both Lord and Lady Lansdowne, who won their way far into the hearts of the warm-souled people of Canada. Nor was his tenure of office without other historical landmarks; in which campaign Lord Minto (just returned from Canada himself as Viceroy) played an important rôle. During these years of his first responsibility another change took place at

home—the introduction of the Home Rule scheme—which must have added to the perplexities of so grave a charge as the Government of Canada. But Lord Lansdowne did not hesitate to let it be known that he dissociated himself from the Home Rule movement, and in 1888 he returned (on the completion of his term) as a Liberal Unionist to England. At this point it may be said that his training ceased, though nobody who knows Lord Lansdowne's infinite capacity for taking pains will expect him to admit it.

The same year he was appointed by Lord Salisbury to the grand position of Viceroy of India, the most precious that the Crown can offer, and the East fell prostrate before the double charm to which the West had already succumbed. His administration will be remembered as a time of comparative rest in that distant Empire, as a period of wise and beneficial reform, and as the inauguration of a policy of closer relations with the frontier tribes which has borne good fruit in the years since past.

A "CENTRAL PARTY"?

How few Viceroys have returned home to hold office at all comparable to that which they occupied as Dictator of the Indian Empire! Yet such has been Lord Lansdowne's qualification, and such the good fortune of our country, that after a period of two years' repose he once more accepted office in 1895, as Secretary of State for War in the first Unionist Coalition Ministry. To this I have already alluded, and to his succession to Lord Salisbury as Foreign Minister. In this office he has, in truth, fulfilled a Mission of Peace; and whatever faults may be laid to the charge of the present Ministry, the whole country unites in praising the conduct of our Foreign Affairs. Yet surely Lord Lansdowne must sometime dream of repose, after thirty-five years of public life, of which the last twenty have been strenuous enough to satisfy even President Roosevelt. He must sometimes long for leisure to dwell undisturbed amid the art treasures and books at Lansdowne House, to fish once more at his Scottish home on the Tay, to tend his beautiful tropical garden at Deereen, and to shoot the snipe and woodcock for which County Kerry is famous.

For Lord Lansdowne is a sportsman as well as a statesman, and an enthusiastic amateur of art and gardening to boot. Few men are so popular and few so able; both virtues are inimical to any chance of retirement into the repose of private life. Prophecy is always dangerous; but, as things are going just now, it would not be outside the region of possibility if a central party of "Moderates" were some day formed; and in I seem to see the dual control of two statesmen both residents in Berkeley-square, whose political salon is presided over by the beautiful and gracious lady of Lansdowne House.—*Daily Mail*.

THE FINN WHO WAS FORCED INTO THE RUSSIAN ARMY.

It is possible that the name of the city of Uleaborg, in northern Finland, on the edge of the Arctic circle, is wholly unknown to British readers. Uleaborg, nevertheless, has existed for over four hundred years, and for a century ships sailing from this port on the Gulf of Bothnia have brought hardwoods into England. It is to-day one of the chief cities of the Russian empire, and though it is a day's journey from a railroad, has a hotel as good as any in Petersburg, while the people of the city enjoy all the appointments and even refinements of education. From a window of that Uleaborg hotel, where I had arrived at the end of a long sled journey (says Mr. Gilson Willets in the *Penny Magazine*), I could easily see the long wharf and the crowd gathered to witness the departure of a ship for England. Suddenly into the midst of the crowd a man came running, flew up the gangway to the deck of the ship, and there vanished from my sight. The ship pulled away from the wharf and began slowly steaming out of the bay. Presently there was signalling from shore—a number of soldiers were doing the signalling—and the ship stopped. Then into a boat jumped the soldiers, and rowed out to the ship. At this point I got my field-glasses, and by their aid could plainly see that there was much commotion among the crew aboard the ship, and that the soldiers in the boat were shouting something to the captain. I ventually a rope ladder was let down, and two of the soldiers from the boat ascended, in turn, to the ship's deck. Now that ship was flying the British flag, also she was under way. These facts certainly meant she was virtually British territory. Why, then, were two Russian soldiers holding her up and boarding her? I put on my fur coat and hurried down to the wharf. "It's a Finn who doesn't want to become a soldier," said a Finnish gentleman whom I had met at the hotel. "It's the time of the annual levy you know," he continued, "and this young fellow, a Finn, was drafted. To-day he was supposed to present himself before the military authorities for enlistment. But, like all our young men, he naturally does not want to serve under the flag of the Russians, who are oppressing our constitutional liberty. Here they come, and they've got the young fellow with them." "But isn't that ship British territory, and therefore exempt from search and all that sort of thing?" I asked. "Not unless you can speak of her as being three miles from shore, which you certainly can't." The two soldiers brought the young Finn ashore and handed him over to the captain. "Next day my friend the Finn said a gentleman said, 'They have literally forced that young Finn who attempted to flee from the country yesterday into the army at the point of the bayonet.' He is a farmer, and a man of rare intelligence. He has a farm a few miles out of Uleaborg, on the outskirts of a little village. The soldiers yesterday took the man out to that village and put him in irons. They told the people that as the man had been drafted he was practically a deserter from the army. 'Not content with putting him in irons, the soldiers took him into the main street of his village, and there walked him up and down. They shamed him as an example to others.' Then he was forcibly clothed in the uniform of a Russian soldier. But they will never keep a Finn in the Russian Army. That man will desert at the first opportunity."

OPIUM IN THE ORIENT.

Mr. Walter J. Cressell, of Kiangsi, writing to the *N.C.D. News* on the 24th ult., calls attention to two points of the Report on Opium by the Philippine Commissioners where "the commissioners seem to have drawn somewhat hasty inferences from imperfectly collated statistics." He refers firstly to the influence of opium habit upon the tea trade of Amoy and says "It is alleged that the tea export of Amoy, having been Tls. 2,600,000 in 1882 was reduced in 1893 to Tls. 1,470,000, the inference being drawn that this enormous decline was due to the increasing use of opium in the district."

But I find that Tls. 2,600,000 of the 1882 export consisted of tea grown in Formosa, so that the locally grown tea export of that year was only Tls. 500,000 or thereabouts. In 1895 Formosa was ceded to Japan. Tea grown in that island and transhipped through Amoy thenceforth appears, I do, as formerly, in the list of native but in the list of foreign articles of trade.

The figures for 1898 give Tls. 3,750,000 as the value of the foreign,—that is to say, Formosan—tea, passed through Amoy in that year. The local tea, as the commissioners say, was only Tls. 147,000.

In 1903 the local export was only Tls. 119,000, but export of foreign tea was Tls. 3,700,000.

If the commissioners are right in assessing the tea export of 1881 at Tls. 2,600,000, they should in fairness have assessed the 1898 export at Tls. 3,900,000, which would have led them to conclude that the trade had increased by Tls. 1,300,000 in 18 years.

This conclusion would of course have been fallacious, for the local tea export has in fact suffered a very serious decline.

Whether this decline has anything to do with the opium habit I am not in a position to say. May be it has. But it is evident that the figures quoted by the commissioners are beside the argument, in that they include Formosa tea in 1882 but exclude it in 1898.

2.—Influence of opium habit on trade of Kiangsi.

The commissioners imply that the growth of the opium habit is the cause of the decline of the tea export in Kiangsi. Their conclusion is again based on the returns for the two years 1882 and 1898. If my figures are all correct they have, as regards those two years, somewhat under-estimated the facts; but if they had taken into account the intervening years and the years since 1898 they would have seen that the published returns do not bear out their inference.

The importation of Indian opium through Kiangsi, which was 1,650 piculs in 1882, began to increase in 1885. It reached a maximum—1,600 piculs—in 1891, since which date it has, with some fluctuations, declined, the lowest figure being 1,600 in 1902.

I am under the impression that native opium is far more extensively consumed than Indian—perhaps in the proportion of four to one. I do not know whether its use is increasing, the opium habit may, of course, be becoming more prevalent notwithstanding the general decline in the use of Indian drug.

The import of Indian opium shows no sort of correspondence with the export of tea. The only years since 1891 in which it shows an increase are 1899 and 1903—both being years in which the tea export also advanced.

Supposing that four times more native opium is consumed than Indian, and assuming that the populations of Kiangsi is 14,000,000 (most authorities say it is double this number), the average annual consumption of opium works out at about 2 ounces per inhabitant.

However excessive the use of opium in this province may be, it is certainly not the only, nor the chief, cause of the decline in the tea trade. After ranging for 9 years at between Tls. 7,000,000 and Tls. 9,000,000, a decline set in decisively in 1887—at a time when Indian opium was also on the decline. Nothing can be plainer than that this decline of the tea export was due to Indian and Ceylon competition in foreign markets, assisted by the export duty levied in China; and to the fall in the exchange value of silver.

After several rather violent fluctuations the tea export reached a minimum of Tls. 3,600,000 in 1901. Then, in 1903, export duty having been reduced and Ceylon competition being from temporary causes, relaxed, it advanced to Tls. 6,000,000, a value only twice exceeded since 1882, to recede somewhat in 1904.

Whether opium had anything to do with the matter may be doubted.

Even if it had, it is surely unfair to attribute to this one cause a decline to which other and amply sufficient causes have notoriously contributed.

If the demoralisation and impoverishment of the province by the opium habit had ruined the tea trade it would be natural to find some evidence of impoverishment in other branches of trade as well. But every other important commodity, both of imports and exports, has advanced.

Even allowing for the falling-off in tea, the export trade in 1904 was equal, as a silver basis to the whole trade, exports and imports together, that passed through Kiangsi in 1882. Imports have grown steadily and rapidly, exports less steadily; but the total has doubled in about 20 years.

Thus it would seem, both as regards Amoy and as regards Kiangsi, that the inference drawn by the commissioners is based upon what is commonly known as a mare's nest.

It would be a pity if the discussion of so serious a question as the proper attitude of governments to the opium trade habit were to be conducted carelessly. No good can accrue to those engaged in pointing out and combating the evils of opium by the dissemination of irrelevant and exaggerated statements.

If results are attributed to opium that can be shown to arise from the accidents of war, or the fluctuations of exchange, or the development of new sources of production, or changes in taxation, it is left open to those interested in the defence of the opium trade to challenge the validity of all the arguments and conclusions of its opponents.

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Ships Passed The Canal.

Ships Passed The Canal.

Outward—1st April—*Arcadia*, Yunnan.
4th April—*Agassiz*, Zimbabwé, Monrovia.
10th April—*Tramontana*, Zimbabwé, Monrovia.
14th April—*Ernst Simons*. 8th April—*Monarch*, St. Egeeri, Indian. 11th April—*Trave*, Athens.
12th April—*Tiberghien*, Charles, Weithon, S'fong. 15th April—*Menelaus*, Alamar, Palermo, Sultaur, Ningchow. 18th April—*Andalusia*, Bayern, Nienmolden, March, St. George, Tyto, Briga, Costa. 24th April—*Benlarik*, Amlorlur, Hecto, Fagat, Daghstan, Scottish Oldhamia, 25th April—*Kermadec*, Welling, Monarch, Manica, Polynesian, Kambur, Peking, 26th April—*Albion*, Polynesian, Kambur, Wellingman, and May. 27th April—*Achilles*, Prlam. 6th May—*Rolphine*. 6th May—*Caledonia*, Glaucus.

Homeward—1st April—*Descaulion*, 11th April—*St. Hugo*. 18th April—*Richmond* Castle. 25th April—*Monmouthshire*. 28th April—*Touvrane*, Malacca. 2nd May—*Zieten*. 5th May—*Prins Heinrich*.

Arrivals at Home—1st April—*Gaelic*, America, Croydon, China, Sachien. 4th April—*Ufax*. 8th April—*Ghazee*. 11th April—*Idoneus*. 15th April—*Buenaventura*, Formosa. 19th April—*Baralong*, Gloglan, Alezia.

Spontaneous culture.

A Mail will close for:—
Amoy and Foochow—Per *Hatching*,
A.M.
—Per *Andrus Rickmers*, 9th May,
Singapore and Bangkok — Per
9th May, 10 A.M.
and Hiloilo—Per *Venus*, 9th May,

Nagasaki, Kobe, Yokohama,
and San Francisco—Per *China*, 9th
A.
Per *Hungshan*, 9th May, 12.15 P.M.
e, Penang and Calcutta—Per
h May, 2 P.M.
and Shanghai—Per *Yachow*, 9th
Nagasaki, Kobe, Yokohama,
and Vancouver, B.C.—Per *Empress of*
May, 10.30 A.M.
&c., India, via Tuticorin P.

-Per Hongkong, 9th May, 1.15 P.M.
-Per Hangang, 10th May, 3 P.M.
-Per Tuning, 10th May, 3 P.M.
-Per Lyceumoon, 10th May, 4 P.M.
-Per Hwangshun, 11th May, 1.15 P.M.
-Per Yuenyang, 12th May, 3 P.M.
-Per Maungang, 13th May, 11 A.M.
-Per Zafiro, 13th May, 11 A.M.
-Penang and Bombay—Per Ischia,
 11 A.M.
Siamboanga, Port Darwin, Thursday
Belokkows, Cairns, Townsville, Bris-
 bane, Hobart, J. Launceston, New Zea-
 land, Adelaide and Perth.—*Per-*

14th May, 3 P.M.
 &c., India, v/a Tuticorin—Per
 15th May, 11 A.M.
 Singapore, Penang and Calcutta—Per
 16th May, 2 P.M.
 Chefoo and Tientsin—Per *Chikhi*,
 P.M.
 Per *Rubi*, 10th May, 10 A.M.
 &c., India, v/a Tuticorin—Per
 11th May, 11 A.M.
 Nagasaki, Kobe, Yokohama,
 Vancouver, (B.C.)—Per *Athenian*,
 1 A.M.
 Wilhelmshafen, Herbersthohe,
 Hamburg, Sydney and Melbourne—Per
 17th May, 10 A.M.

for Canton, Samshui, Wuchow will be closed on week days at 7.30 a.m. On Sundays the mail for Canton, Samshui, Wuchow will be closed at 8 a.m., and that for Namtao, Sanbue, Kongmoon, Samshui, Wuchow and Canton at 9 p.m. On Sundays the mails for Canton, Samshui, Wuchow will be closed at 9 a.m. On Saturdays the mails for Canton, Samshui, Wuchow will be closed at 8 a.m.

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 A.
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 and Mrs.
 or C. L.
 and Mrs.
 or & Mrs.

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 O'Neil, J. I. Hough
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	Torney, Mrs. A.
and Mrs.	Torney, Miss
Capt. and	Torney, Miss J.
children	Webb, Mr. and Mrs.
W. Lieut.	Montague
er & Mrs.	Wilson, Dr. Newell
an	Woodward, Mr. & Mrs.
and Mrs.	and children
	Wright, Mrs. R. J. L.
raut	and children

HONGKONG.

Ackerman, Mr. & Mrs. Hose, E.
E. R.
Barthel, J. C. C.
Bates, Mrs. H. C.
Bingham, Mr. & Mrs.
J. E. and child
Gibcock, R. J.
Blasell, W. S.
Binney, S.
Binney, S.
Binney, Miss
Blair, D. K.
Bogran, Mr. and Mrs.
and infant
Bonner, E. A.
Borwick, Mrs. R. W.
and child
Botsford, R. S.
Bowdick, G.
Bowden, V. R.
Broughall, L.
Burt, Hart
Carrill, C.
Cheshire, F. D.
Clark Hon. Dr. Francis
Claridge, F. H.
Clark, T.
Clegg, R. N., Eng. Lt.
and Mrs. H. L.
Cochen, Mrs. F. S.
Cowanwhite, Mr. &
Mrs. J. H.
Cunningham, G.
Davies, F. O.
Davies, Mrs. J. T.
Davies, W. B.
Deacon, F. E.
Deconzier, S.
Douglas, F. H.
Douglas, Capt. & Mrs. J.
Downey, M. C.
T. C.
Evelyn, C. P.
errius, C. N.
Clercher, H.
Eltz, Capt. and Mrs.
F. S.
Foreman, Mrs. A. W.
rost B. L.
Glover, C.
Gode, Miss
Jordan, E. N. S.
rante, A. W.
vane, Dr. and Mrs. F.
vaines, C. V.
Hall, Capt. T.
Hammond, B. A.
Hampton, R. H.
Hanson, J.
Hart, Capt. and Mrs.
T. T.
Hewitt, B. H.
Harding, R.
Hurst, R. N., Engineer-
Innes, G. H.
Innes, Capt. R.
Johnson, E. F.
Jones, J. P.
Jones, S. M.
Kemp, H. H.
Kerr, P.
Kresson, T. A.
Krimmel, G.
Laing, A. R.
Lewis, A. R.
Mackay, C. H.
MacKie, A.
Marriott, Dr. O.
Marston, G. D.
McAran, T. P.
Merchant, D. E. B.
Miller, P. L.
Molr, R. M., Mrs. W. M.
Moon, Mr. & Mrs. E. M.
Moore, G. A.
Moore, Dr. W. B. A.
Morofull, T.
Murray, E. H.
Muter, R.
Newington, A. G.
Norbury, E.
Ollife, O. C.
Parfitt, W.
Patey, Mrs. E. O.
Perkins, Mr. and Mrs.
T. L.
Platt, E. V.
Ranney, F. O.
Ranney, Mrs. F. O.
Roach, Mrs. J. S. and
child
Russell, Mr. and Mrs.
S. M.
Skott, O.
Swinen, E. A.
Somerville, Geo.
Soper, C. H.
Stanley, H. H.
Stein, A. L.
Stewart, W. M.
Stuge, Mr. and Mrs.
Tennon, Mr. & Mrs. W.
Thompson, M. A.
Thornbrow, J.
Trimwell, W. D.
Unbehaun, C. H.
Vickers, J. S.
Vickers, R. C.
Wakefield, Mrs. and
Miss
Wemyss, J. L.
Wilson, A. M.
Woolmer, Mr. and Mrs.
C. E.
Wright, Mr. and Mrs.
Zehrmann, F. C.
Zimmermann, A.

OCCIDENTAL.

Andrews, Mr. and Mrs.	Marchant, Capt.
and family	Martin, Mariano
Backelman, L.	McGill, Mrs. and
Bohlan, O.	children
Brandander, Lieut.	Moser, E.
Shier, R.	Munro, Miss A.
Carder, Capt. J. C.	Pencefeister, Mrs.
Curry, Major M. R.	Piggada, Dr.
DeKroghen, Mrs.	Pires, Sinaloo Lopez
family	Schlaikier, Capt. and
Deyle, Dr.	Mrs.
Enig, Dr.	Schilder, Mr. and Mrs.
Fullill, Mr.	and family
Grove, Mr. and Mrs. J.	Williams, Mrs. G. W.
C. and daughter	Winter, J. R.
Marchant, Mrs.	Yarnell, Mrs. H. E.
children	

KOWLOON.

Arrick, Mr. and Mrs.	Maclean, Lieut. J.
A. F.	Mitchell, Mr.
astace, Bert.	Stevenson, Lt.-Comdr.
bbs, Capt. and Mrs.	and Mrs.
A. A.	Watson, Mr. and Mrs.
riot, R.M.L.I., Capt.	W. H.
and Mrs. Mackay	

INDIA COAST METEOROLOGICAL REGISTER.
May 3rd, 1905, a.m.
Bar. Th. Hn. Wind Wv

[illegible][illegible]

Willa.....	—	—	—	—	—	—
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St. James.	10 a.m.	—	—	—	—	b

	May 7 at	May 7 at
	4 p.m.	4 p.m.
Barometer.....	30.05	29.93
Temperature.....	78	78
Humidity.....	86	85
Rainfall.....	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.							
NAME.	CLASS.	TONS.	UNDS.	I.H.P.	CAPTAIN.	LAST REPORTED AT.	
Alacrity	despatch vessel	1,700	4	3,000	Commander Harbord	Hongkong	
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong	
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommannay	Hongkong	
Asraea	cruiser, and class	4,350	10	7,000	Captain Linsie G. G. Tufnell	Yangtze	
Bonaventure	cruiser, and class	4,350	10	7,000	Captain H. H. Torlesse	Hongkong	
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong	
Charab	water tank and tug	390	—	300		Hongkong	
Diadem	cruiser, 1st class	11,000	15	16,500	Captain H. W. Savory	en route to Singapore	
Fame	torpedo boat destroyer	306	8	5,700	Lieut. Commander Stevenson	Hongkong	
Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Ropford	Hongkong	
Handy	torpedo boat destroyer	275	6	4,000	Reserve	Hongkong	
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Commander Richards	Hongkong	
Hecula	special service torpedo v...	6,400	—	2,400	Captain E. F. B. Charlton	en route from Singapore	
Hogues	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong	
Humber	storeship	1,640	—	800	Lieut. P. M. Ridgore	Hongkong	
Iphigenia	cruiser, and class	3,600	8	7,000	Captain William B. Fawcner	Singapore	
Janus	torpedo boat destroyer	306	8	5,700	Reserve	Hongkong	
Kinaba	river gunboat	85	2	1,800	Lieut. Commander E. V. F. R. Dugmore	Yangtze	
Moortha	river gunboat	180	2	800	Lieut. Commander F. B. Noble	West River	
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Grell	Hongkong	
Ottar	torpedo boat destroyer	350	6	6,300	Reserve	Hongkong	
Rambler	surveying vessel	335	6	650	Commander C. E. Moore	Surveying	
Rohin	river gunboat	85	3	240	Lieut. Commander Robert E. Vaughan	West River	
Sandpiper	river gunboat	85	3	240	Lieut. Commander H. T. Atlay	Hongkong	
Silurus	cruiser, and class	3,600	8	7,000	Captain G. H. H. Moore	Shanghai	
Salpe	river gunboat	85	3	240	Lieut. Commander Davidson	Yangtze	
Takt	torpedo boat destroyer	250	6	6,500	Reserve	Hongkong	
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Singapore	
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong	
Teal	river gunboat	180	2	800	Lieut. Commander E. Secretan	Yangtze	
Thetis	cruiser, and class	3,600	8	9,000	Captain J. A. C. Wilkinson	Singapore	
Vengeance	battleship, 1st class	12,950	16	13,500	Rear-Admiral C. H. Adair	Singapore	
Virago	torpedo boat destroyer	355	6	6,300	Lieut. Commander Gregory	Hongkong	
Waterwitch	surveying ship	335	6	450	Commander R. W. Glennie	Hongkong	
Whiting	torpedo boat destroyer	360	6	5,900	Lieut. Commander C. E. L. Thomas	Hongkong	
Woodcock	river gunboat	150	2	350	Lieut. Commander Hugh Somerville	Yangtze	
Woodlark	river gunboat	150	2	350	Lieut. Commander Jno. F. Knox	Yangtze	

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.
† Flag of Rear-Admiral the Hon. A. G. C. D'Almeida, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Acberg...	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus ...	river gunboat	123	—	500	Lieut. Jeannel	Hongkong
Avalanche	river gunboat	140	5	150	—	Haiphong
Balmoret	river gunboat	150	—	150	—	Saigon
Carondeau	river gunboat	—	—	150	Lieut. Hue...	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comète	gunboat	525	4	438	Lieut. Mervillieux du Vignaux	Saigon
D'Almeida	armoured cruiser	4,000	31	9,500	Captain Allaire...	Gulf of Siam
Décidé	gunboat	645	10	1,000	Lieutenant L'Eost	Baie d'Along
Descartes	river gunboat	3,985	14	5,500	Commander Arnet	Haiphong
Estoc	river gunboat	303	—	—	Lieut. Mère	Saigon
Francisque...	destroyer	303	—	—	Lieut. Cotonel	Haiphong
Fronde	destroyer	350	7	6,300	Lieut. Jehenne	Haiphong
Gulchen t	protected cruiser	—	—	303	—	Saigon
Goeydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Baie d'Along
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Corloux	Saigon
Javeline	destroyer	307	—	300	Commander Sagon-Duvaroux	Haiphong
Kersaint	cruiser...	1,350	7	2,200	Commander Simon	Chemulpo & Shanghai
Lynx	sub-marine...	—	—	—	Amburster	Saigon
Montcalm	armoured cruiser	9,700	12	19,600	Capt. Dupal	Baie d'Along
Mousquet	destroyer	307	7	6,300	Lieut. Prat	Saigon
Olyr	river gunboat	—	—	—	Lieut. Grélier	Chungking
Peiho	gunboat	—	—	—	Lieut. Lavieuvre	Tongku
Pistolet	destroyer	307	7	6,300	Lieut. de Rejnach-Wentz	Saigon
Protée	sub-marine	—	—	—	Lieut. Glorieux	Saigon
Redoutable...	battleship, reserve	9,437	8	6,071	Commodore C. P. M. Poidolle	Saigon
Rébre	destroyer	—	—	—	Lieut. Leball	Haiphong
Stryx	armoured gunboat	1,796	10	1,700	Capt. Dupriez	Saigon
Sully	armoured cruiser	10,014	38	20,000	Capt. Guibertaux	Baie d'Along
Suzanne	gunboat	629	2	900	Lieut. Roque	Baie d'Along
Takao	river gunboat	—	—	—	—	Upper Yangtze
Takou...	destroyer	250	6	—	—	Saigon
Vanben	battleship, reserve	6,150	23	4,150	Capt. Terquem...	Saigon
Vigilante	river gunboat	123	7	500	Lieut. Brugnon	Canton

* Flagship of Vice-Admiral Bayle, Commander-in-Chief.
† Flagship of Rear-Admiral de Fauque de Jonquières, Second-in-Command.

DR. McLAUGHLIN,
ELECTRO VIGOR COMPANY

HAS REMOVED THEIR OFFICE TO

No. 38, Queen's Road Central.

WHAT AILS YOU? WRITE AND TELL ME,
OR CALL. I'VE CURED THOUSANDS AND EVERY
MAN OF THEM IS A WALKING ADVERTISE-
MENT FOR MY ELECTRO VIGOR.

WRITE ME TO-DAY FOR MY BEAUTIFUL
ILLUSTRATED BOOK WITH CUTS SHOWING
HOW MY ELECTRO VIGOR IS APPLIED, AND
LOTS OF GOOD READING FOR MEN, EXPLAIN-
ING HOW I CURE SUFFERERS.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA."

Captain Boyer, will be despatched for MAR-
SEILLES on TUESDAY, the 16th May,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS...30th May.
S.S. POLYNESIAN...13th June.
S.S. CALEDONIAN...27th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd May, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)
THE Steamship

"CHUSAN."

Captain H. W. Kenrick, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
20th May, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Himalaya, 6,898 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia,
due in London on the 2nd July.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 6th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Hyades	3,753	Geo. Wright	At May 23

Steamer marked (*) have no second-class
passenger accommodation.

CHEAPFARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Trenton*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 5th May, 1905.

BOO CHEONG,

昌 發

STATIONER AND PAPER MERCHANT,
No. 80, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclopedia,
and Ellipse duplicator.

Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPS
at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace,
Hongkong, 2nd May, 1904.

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

To Let.

TO LET.

No. 12, KNUITSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

No. 1, STEWART TERRACE,
THE PEAK.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

A BUILDING at CAUSEWAY BAY, in
present in occupation of the 'Staats
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—
H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

A LARGE BUNGALOW, with splendid
view of the sea front, No. 2, Bay View,
Kowloon, containing Five Large and Three
Small Rooms, with complete Electrical fittings,
Tennis Court and Garden.

Apply to—
M. RUTTONJEE,
Hongkong or Kowloon.

Hongkong, 2nd May, 1905.

Dentistry.

THIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. M. CHAN, D.D.S.,
37, Des Vœux Road, Causeway Bay, Hongkong,
from the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	PERCENTAGE RETURN AT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10, and bonus of £1 @ ex- change 11/9 16/10=\$25.46 for second half-year 1904	11 1/2 %	\$299 sales (London £80) \$17 buyers
National Bank of China, Limited	60,000	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903		
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	6 1/2 %	\$385
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$151,992 \$32,166 \$371,445	Nil.	\$4 1/2 for year ended 30.1.1904	7 1/2 %	\$57 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82 ex div.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,800,000 \$20,000 \$177,749 \$893 1/2 \$846,773 \$200,000 \$37,794 \$1,000,000 \$125,075 \$2,161	\$2,078,997	\$35 for 1903	5 %	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$200,000 \$37,794	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,075 \$2,161	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$125,075 \$2,161	\$360,372	\$34 for 1903	11 1/2 %	\$300
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,410	\$8,832	\$1 for 1904	5 %	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$1,844	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$205,000 \$1,000,000	\$24,160	\$1 for second half-year 1904	9 1/2 %	\$64 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	Tls. 2,000,000 Tls. 43,762	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	4 1/2 %	\$23
Shanghai Tug and Lighter Company, Limited	100,000	£1.50	Tls. 50	Tls. 25,000 Tls. 4,000,000 £4,116	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904 Tls. 1 1/2 final making Tls. 3 1/2 for 1904 Interim of 1/- (Coupon No. 5 for 1904	8 1/2 % 7 1/2 % 5 %	Tls. 54 buyers Tls. 48 1/2 sellers 27/- buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$500,000 \$15,093	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04 \$0.90 & b. 20 cts	5 1/2 % 4 1/2 %	\$37 sales \$28 1/2 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$500,000 \$21,075 \$130,153	\$21,231	\$10 for 1904	8 %	\$125 sales
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 1/2 %	Tls. 28 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of \$15 making \$20 for 1904 \$5 for 1907	9 %	\$225 \$27 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$2,812	\$3 for 1907		
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 60 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	No. 3 of 1/6 50 cents making G. \$1 for 1904	5 1/2 %	Tls. 7 1/2 G \$17
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	none	£7,820	50 cents making G. \$1 for 1904	5 1/2 %	\$4 sellers
Oriental Consolidated Mining Company, Limited	150,000	£1	£1	none	G \$672,093	No. 12 of 1/-=48 cents		
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	none	£4,873	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	\$3.75 for 1904	11 1/2 %	\$33 buyers
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$700,000 \$58,423	\$8,577	Final of \$2 1/2 making \$5 for 1904	4 1/2 %	\$105 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$300,000 \$250,000 \$33,500	\$29,422	\$50 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$205
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$60,000 \$55,500	\$408,289	\$10 div. & \$5 bonus for year end. 30/6/04 \$1 1/2 for 1903	6 1/2 % 6 1/2 %	\$250 buyers \$221 sellers
Howarth Erskine, Limited	12,000	\$100	\$100	\$150,000	\$489	\$10 div. and \$2 1/2 bonus for 1903	5 1/2 %	\$255 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$150,000	\$40,936	\$7 dividend	8 1/2 %	\$11 1/2
Riley Hargreaves & Co., Limited	7,500	\$100	\$100	Tls. 900,000 Tls. 487,210	Tls. 48,153	Tls. 5 interim for 1904 1/2	8 %	Tls. 157
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	6 %	Tls. 18 1/2 sales
Shanghai and Hongkew Wharf Company	37,000	Tls. 100	Tls. 100	Tls. 100,000 Tls. 17,500	Tls. 2,762	\$20 for 2nd half year making \$16 for 1904 Tls. 18 for 1904	6 1/2 % 9 1/2 %	\$395 sellers Tls. 187 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$29 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 34,000 Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 145 sales
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$5 for second half-year making \$10 for 1904	7 1/2 %	\$142 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	\$100,000 \$10,000	\$3,554	Final of \$6 making \$12 for 1904 Tls. 0.87 1/2 for the year ending 31.3.1904	9 1/2 % 4 %	\$127 Tls. 22 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$250,000 Tls. 13,986	\$37,875 Tls. 680	90 cents for 1904	7 1/2 %	\$13 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$200,994 \$50,000	\$11,958	\$3 for 1904	7 1/2 %	\$394 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	none	\$377	Tls. 3 final and Tls. 2 bonus making Tls. 5 for 1904	7 %	Tls. 115 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	Tls. 170,000 Tls. 67,300	Tls. 670 Tls. 725	Tls. 5 for 1904 Final of Tls. 4 making Tls. 7 for 1904	10 % 5 1/2 %	Tls. 47 sellers Tls. 125
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 1,150	None		Tls. 12 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 28,813 Tls. 170,000	Tls. 40,666	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 4 for year ended 31.10.1903	10 1/2 %	Tls. 37 1/2 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	none	Tls. 725	50 cents for the year ending 31.7.04	3 %	\$164 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 1,150	Interim of 3 % a/c 1898		Tls. 35 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	Interim of 4 % a/c 1898 on 6,000 shares 4 % for 1897		Tls. 40 sales Tls. 180
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	10 1/2 %	Tls. 37 1/2 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$2,862	50 cents for the year ending 31.7.04	3 %	\$164 sellers
CIGARS AND TOBACCO COS.								
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,727	Tls. 13,529	Interim of 3 % a/c 1898		Tls. 35 buyers
Lao-ku-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares 4 % for 1897		Tls. 40 sales Tls. 180
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	\$125 for year ending 30.6.1900 First year		\$100 buyers \$94 sellers
MISCELLANEOUS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900 First year		\$100 buyers \$94 sellers
Philippine Company, Limited	77,500	\$10	\$10	none		Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$250,000 \$25,000	Tls. 1,091	Interim of 50 cents for 1904	7 1/2 %	\$131 buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	none	\$2,883	First year 6d. per share for 1903	6 1/2 %	\$115 buyers \$54 buyers
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	\$161	\$3 for 1904	8 1/2 %	\$21 sellers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$1,182	Final of 60 cents making \$1.30 for 1904	8 1/2 %	\$100
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000		None	6 1/2 %	\$8 sellers
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,502	Interim of 7 per cent for 1904	7 1/2 %	\$37 sellers
Do. (Founders)	123	\$15	\$12			Tls. 5 for 1904	7 1/2 %	Tls. 65 sales
Do. (New Issue)	24,000	\$15	\$15			None		\$110
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	80 cents for 1904	9 1/2 %	\$17 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	\$1 1/2 for year ending 31.7.1903		\$84
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$7,399	\$5 div. and \$2 1/2 bonus for 1903	8 %	Tls. 35 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	\$1 for 1904	7 1/2 %	\$27
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	Dr. Tls. 152,318	First Year	10 1/2 %	\$17
E. L. Mondron, Limited	7,000	Tls. 50	Tls. 50	none	\$2,706	Final of \$1 1/2 making \$2 1/2	10 1/2 %	\$4 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$125,500		1 1/2 div. and 2 1/2 bonus for 1903	7 1/2 %	\$100 buyers
Green Island Cement Company, Limited	10,000	\$10	\$10	\$20,000	\$9,054	Interim of \$5	8 %	\$135 buyers
Do. (New Issue)	20,000	\$10	\$10	\$18,000	\$5,511	Final of \$1 1/2 making \$2 1/2	10 1/2 %	\$4 buyers
Hall & Holtz, Limited	31,000	\$20	\$20	\$25,109 \$3,000	\$7,025	1 1/2 div. and 2 1/2 bonus for 1903	7 1/2 %	\$100 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	none	\$1,747	\$1.00 for year ending 30.4.1904 50 cents	5 1/2 % 4 1/2 %	\$171 buyers \$111 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	\$15 for year ending 30.11.1904	7 1/2 %	\$200 buyers
Hongkong High-Level Tramway Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,795	Final of \$13 making \$17 for 1904	7 1/2 %	\$242
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,356	Final of 1904	7 %	\$151 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	Final of \$10 cts. and 50 cts. bonus making \$1.50 for the year ended 30.9.04	10 1/2 %	\$18
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	\$8 for 1904	6 1/2 %	\$155 buyers
Kat Brothers, Limited	10,000	\$100	\$100	\$475,000	\$1,400	Interim of \$5	8 %	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,682	\$1 quarterly of Tls. 7 1/2, paid 15.3.05	12 1/2 %	Tls. 244 sales
Maatschappij tot Exploitatie van Luchtvaart in Langkat, Betsch-en-Lundbouwerij	25,000	Ga. 100	Ga. 100	Tls. \$28,210 Tls. 19,405	Tls. 35,849	\$2 for year ended 31.10.1904 Final of \$3 making \$5 for the year ending 30.6.04	9 % 9 %	\$23 \$54 sales
Maynard and Company, Limited	5,000	\$10	\$10	none	\$832	None		\$50
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000		Final of Tls. 5 making Tls. 14 for 1904	7 1/2 %	Tls. 112 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. \$5,537	Tls. 5 for 1903	4 1/2 %	Tls. 75 sales
Shanghai Gas Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 108,172	Tls. 8,011	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 %	Tls. 150 sales
Shanghai Harbin-Bazaar Company, Limited	5,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Final of 37 1/2 making 54 1/2 for 1904	6 1/2 %	\$80
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	\$4 1/2 for year ended 31.7.1904	8 %	\$35
Shanghai Waterworks Company, Limited	7,200	\$20	\$20	Tls. 140,000	Tls. 7,366	None		\$7 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$1,769	60 cents for year ended 31.5.04	8 1/2 %	\$150
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,920	First year	13 1/2 %	\$55 sales
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,444	\$10 for second half year 1904	13 1/2 %	\$150 sales
Straits Ice Company, Limited	10,000	\$5	\$5	\$25,000 \$50,000	\$700 \$81,813	\$1 div. and 35 cents bonus for half year ended 30.9.1904	6 1/2 %	\$421 sellers
Straits Trading Company, Limited	250,000	\$10	\$10	none	Tls. 2,035	Tls. 2 for half year		Tls. 100
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,035	Final of Tls. 4 making Tls. 8 for 1903 1/2	6 1/2 %	Tls. 125 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 4,111	Final of 70 cts. for year ended 31.5.1904	9 1/2 %	\$91 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$480	Interim of 50 cents for year 1904/1905	10 1/2 %	\$114 buyers
Do. (Founders)	100	\$10	\$10					
William Powell, Limited	12,000	\$10	\$10	\$5,000	\$1,888			